Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-16 (Canceled)

17. (New) A method for detecting lane changing operations for a vehicle, comprising determining at least one observation variable which describes the lane changing behavior of an observed other vehicle and determining a lane changing variable which characterizes a lane changing intention of the observed other vehicle on the basis of a roadway lane assigned to the other vehicle in dependence on the determined at least one observation variable, wherein the lane changing variable describes the probability of an imminent lane change of the other vehicle, the imminent lane change being deduced when the probability is greater than a characteristic threshold value.

18. (New) The method as claimed in claim 17, wherein the lane changing variable relates to swerving of the other vehicle into a roadway lane assigned to the driver's own vehicle.

19. (New) The method as claimed in claim 17, wherein a first observation variable is a lane offset variable representing a lateral shift of the other vehicle in relation to a center of the other vehicle's lane on the roadway.

20. (New) The method as claimed in claim 17, wherein a second observation variable is a lane offset alteration variable representing a lateral velocity of the other vehicle in direction orthogonal to a tangent to the path followed by its roadway lane.

21. (New) The method as claimed in claim 17, wherein a third observation variable is a lateral offset acceleration variable representing a maximum occurring lateral acceleration of the other vehicle based on an imminent lane change.

22. (New) The method as claimed in claim 17, wherein a fourth observation variable is a lane curvature variable representing a curvature of the path followed by the roadway lane of the other vehicle.

23. (New) The method as claimed in claim 17, wherein a fifth observation variable is a lane crossing time variable representing a time period which is expected to elapse before a roadway marking delimiting the roadway lane of the other vehicle is crossed.

24. (New) The method as claimed in claim 17, wherein a sixth observation variable is at least one of a gap distance variable representing a distance of the other vehicle in relation to a gap between the vehicles located between the

driver's own vehicle and a leading vehicle, a gap relative velocity variable representing a velocity of the other vehicle in relation to the gap between the vehicles, and a gap relative acceleration variable representing an acceleration of the other vehicle in relation to the gap between the vehicles.

25. (New) The method as claimed in claim 17, further comprising making allowance for the variance of the at least one observation variable in determining the lane changing variable.

26. (New) The method as claimed in claim 17, wherein at least one of the at least one observation variable and its variance is determined by using a Kalman filter.

27. (New) The method as claimed in claim 17, wherein at least one of a number of observation variables and their variances are determined and combined with one another for determining the lane changing variable with a probabilistic network.

28. (New) The method as claimed in 27, wherein at least one of the at least one observation variable and its variance is determined by using a Kalman filter.

29. (New) The method as claimed in claim 17, wherein driver-independent interventions are performed in the driver's own vehicle's equipment provided for influencing at least one of the longitudinal and lateral dynamics of the vehicle.

30. (New) The method as claimed in claim 17, wherein in the event of an imminent lane change, at least one of an optical, acoustic and tactile indication to the driver is output to the driver of the one vehicle.

31. (New) The method as claimed in claim 17, wherein at least one of a longitudinal and lateral control system is arranged in the own vehicle.

32. (New) A device for detecting lane changing operations for a vehicle, comprising an observation unit for observing another vehicle and configured for determining at least one observation variable describing lane changing behavior of the observed other vehicle, an evaluation unit configured for determining in dependence on the at least one observation variable a lane changing variable which characterizes a lane changing intention of the other vehicle on the basis of a roadway lane assigned to the other vehicle, wherein the lane changing variable describes a probability of an imminent lane change of the other vehicle, with the evaluation unit being configured to deduce an imminent lane change when the probability is greater than a characteristic threshold value.

33. (New) The device as claimed in claim 32, wherein the observation unit comprises a first sensor device for object tracking and a second sensor device for lane tracking.